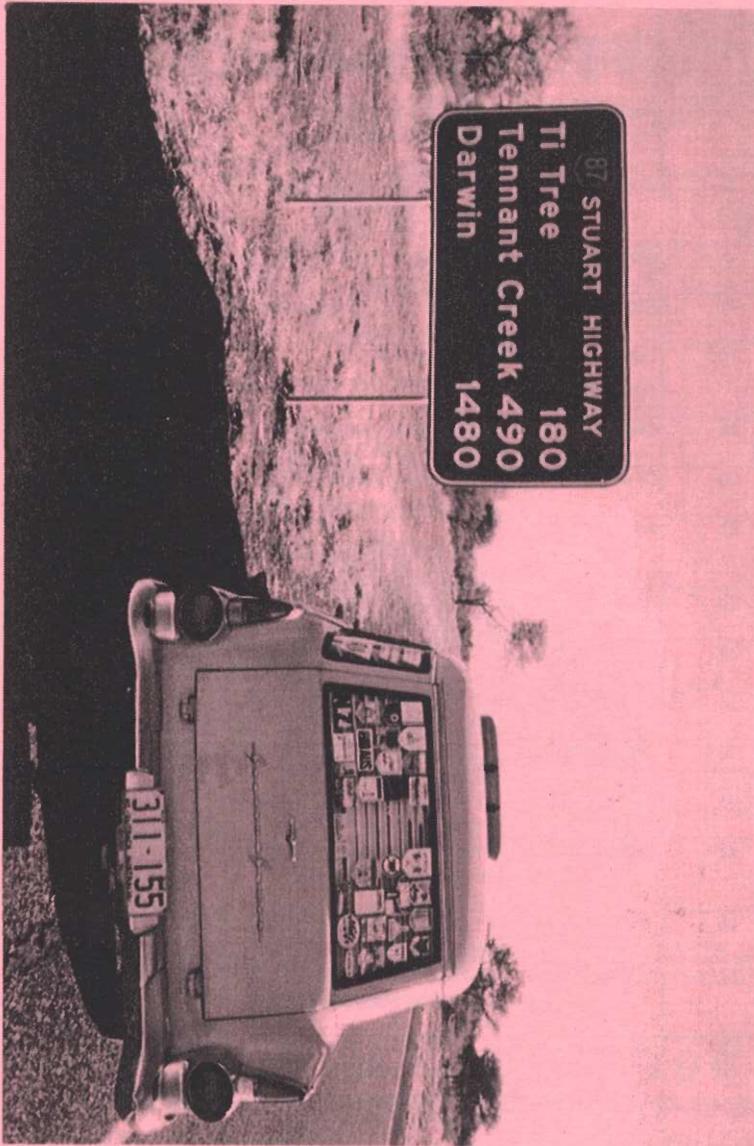
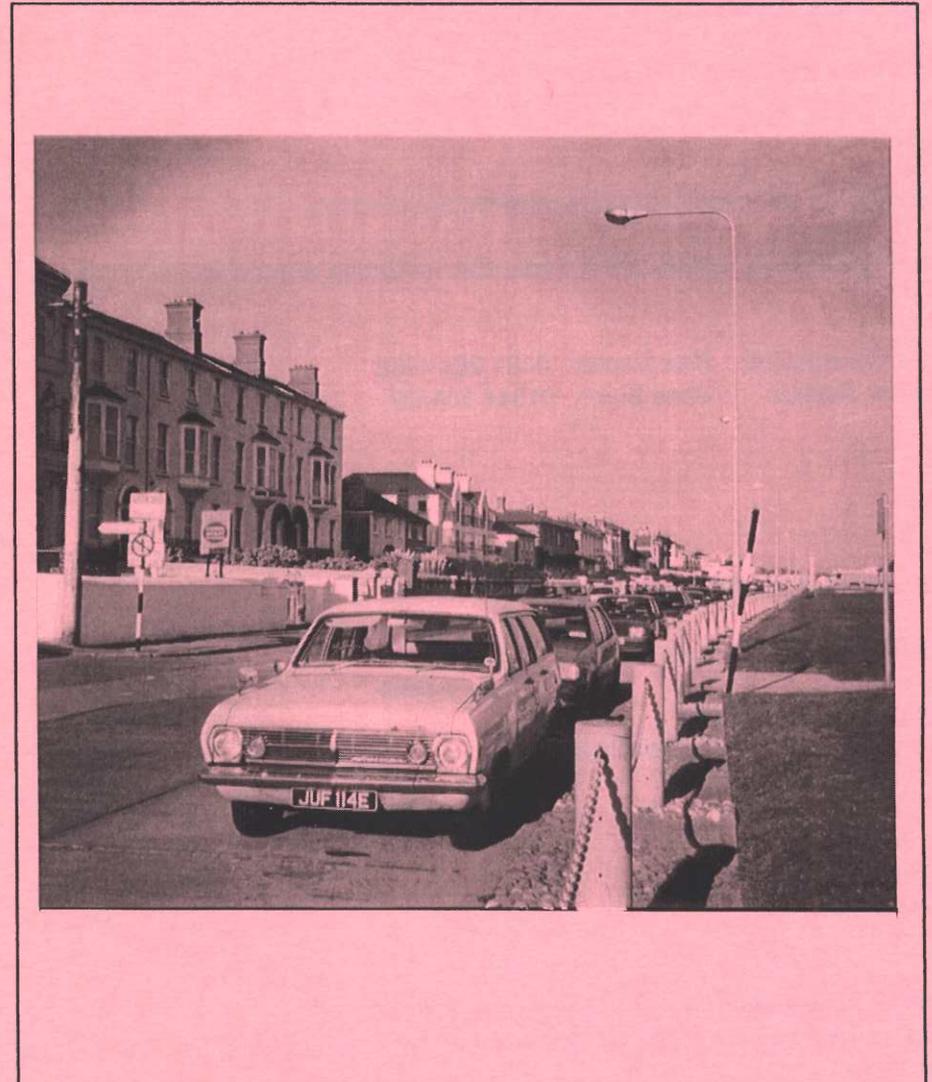




HOLDEN BUSINESS

JANUARY/FEBRUARY 1996



FRONT COVER - Patrick Hemphill's HR on holiday in Bray, Co. Wicklow Ireland. Last November.

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Hi All.

A very happy new year to you all.

Well it is certainly good news for all of you in the UK who have cars over 25 years old, no more road tax licence. I hope that sometime in the future this does not lead to some restriction in their use. The powers that be say not, but can these faceless figures be trusted?

I have had a couple of phone calls recently from Holden engine owners with queries. One of the engines is in a Camper van built and sold in this country and the other in a Bedford Camper van driven overland from Australia. I passed on some information and contacts, and also suggested they try a Bedford commercial spares depot, as they

put the Holden engine into Bedford ambulances a while ago I believe. If anyone has any information on these, the build dates, number used etc. I would appreciate it. Also have any of you actually purchased engine parts from any of these spares places?

I have recently have been approached by John Torrance from Tyco Toys, the Matchbox people, to provide details and pictures of the 48 and FJ models with a view to them producing a model, a very interesting prospect. If approved by the company it will probably be about a year before we see any results,
I will keep you posted.

Regards

Chairman



To: All Club Secretaries.

From: The Chairman, Association of Classic Car Clubs.

Date: 29th November 1995.

Subject: The Budget and Amended Licensing Arrangements.

Association of Classic Car Clubs
Head Office
Octagon House, Station Road,
Swavesey, Cambs, CB4 5QZ.
Tel: 0954 31172 Fax: 0954 32106

Good news from The Chancellor. Road Tax (VED) abolished on 25 year old classic vehicles registered as PLG (private light goods). Once a vehicle has passed 25 years old no VED is payable.

I have photocopied the letter faxed through to me from the DVLA as the Chancellor was concluding his speech, a copy is enclosed for you.

In addition, I spoke this morning with Bob Oliver, Head of Licensing at the DVLA and expressed our gratitude for the courtesy he has extended to the classic car movement throughout the period of consultation. We discussed the budget speech and he confirmed that continuous Licensing is dead. Instead the DVLA are implementing a simpler scheme known as SORN (Statutory Off Road Notification).

This is based on the existing system with a minor change. When a VED duty reminder is sent to the keeper, he/she either pays the duty in the normal way or completes a declaration stating that the vehicle is not to be used on the road. Penalties for false declarations will be applied. If the keeper fails to reply, either to pay the VED or to make a declaration of non use, a penalty is applied. It is therefore important for keepers of vehicles to either pay the duty or make the non use declaration. Vehicles discovered on the road with no VED paid will now be clamped under a new pilot clamping scheme.

For classic car and motorcycle owners the announcement is good news. We do not have to suffer continuous licensing with a minimal or nil rates for VED for off road use or storage, our vehicles over 25 years are exempt and the 25 year exemption rolls over so that as the vehicles become over 25 years old they qualify.

The more cynical amongst us might fear that plans are in hand to prohibit older cars from motorways or everyday use and I put this to Bob Oliver. He stressed that taxation is absolutely nothing to do with types of road usage and I don't believe that there is any government hidden agenda. Also, I do not believe that either now or in the foreseeable future owners of classic vehicles will be banned from using any roads or that we will have restrictions imposed on us.

The Association's AGM normally held at the November N.E.C. Classic Car Show was postponed pending the Budget. As the Budget news is good, we do not need an emergency meeting and I propose that the next Association AGM is held at the N.E.C. during the Spring Bank Holiday Classic Car Show run by Haymarket Exhibitions.

Your comments on the amended licensing scheme are invited and if you have any suggestions for topics to be discussed at the next Association AGM please write 'phone or fax.

Yours faithfully

Roche Bentley
Chairman.

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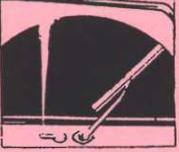
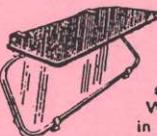
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WHEELS

March 1954

SPECIAL FEATURE

LEFT HAND DRIVE— WE'VE GOT THE ANSWER DOWN TO A 'T'

By Paul Vellacott



International railway circles, Australia is the laughing stock of the World with our 'gauge' changes at the State borders. However, in road terms, the whole world is in a similar muddle over which side of the road to drive on and which side of the vehicle to put the steering wheel.

Today there are seventy three countries where the rule of the road is 'Keep to the Left'. They include the U.K., Japan, India, Indonesia, Australia and New Zealand and all together account for about 18% of the World's car population.

The U.S.A., Canada, Europe, Russia and China are among the 138 countries where it's 'Keep to the Right'. But it has not always been like this: since 1913 there have been fifty eight changes, forty five from Left to Right and thirteen from Right to Left. The notable changes have been Argentina, 1945 (L-R); China, 1946 (L-R); and Sweden 1967, (L-R).

It's considered too late to standardise now, but what must the additional cost be of building both LHD and RHD versions of so many models?

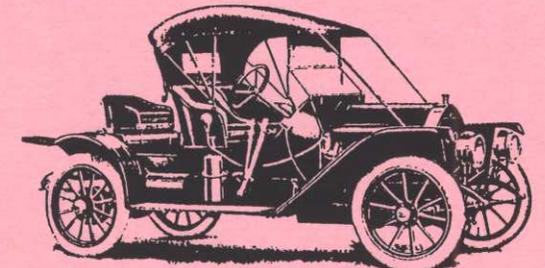
HOW IT ALL STARTED

The whole muddled question of which side of the road we drive on and therefore which side of the car the steering wheel is mounted, goes back to pre-vehicular days, when walking was the only means of land movement. Much of what appears below regarding the 'rule of the road' comes from a scholarly work by that name, written by an Australian, Peter Kincaid (Greenwood Press New York 1986). At the time Kincaid was a Senior Lecturer in Law at Macquarie University.

Kincaid Hypothesises that the rule of the road stemmed from the fact that 94% of people are right-handed and right-footed with about 70% of these being right-eyed as well. In most countries (Denmark being a notable exception) this led to the custom walkers passing 'right to right' when meeting head-on on a walking track. This permitted one to either shake hands, punch, or sword the approaching walker as the occasion required.

Later, and for the same reason (right-sidedness), horses—and bicycles, for that matter—were mounted from the left and continued to pass 'right to right' to permit the right-handed use of a sword by horse-men. Mounting posts were also commonly provided and of course, placed at the side of the road on the left, or near-side, when facing the direction of travel.

Entry and exit from some Model T Fords (like this roadster in 1909 was awkward from the left side, with levers and the acetylene bottle location, but with LHD it was much better to unload passengers and driver to the street, driving on the right hand side of the road.



Things became less settled when horse-drawn vehicles became common. In France and the United States, for example, heavy wagons were controlled by a 'postilion' rider, who rode a horse on the left of the team—having mounted from the exposed left, or near-side of the horse.

To simplify passing, these wagoners preferred to pass oncoming wagons with the postilion-mounted drivers close to the centre of the road to better judge the separation of the passing vehicles. In France and America these postilion-driven wagons set the pattern for other road users and Keep-to-the-Right became the rule of the road. A further suggestion I have read concerning France was that Napoleon marched his infantry on the right, so that stray pedestrians keeping to the left would see the approaching troops and get out of their way.

In Britain, however, wagons—along with light horse-drawn vehicles, tended to be driven from the 'box seat' (hence the expression), rather than by a postilion rider. The driver's box seat, regardless of country, was always positioned on the right-hand side of the vehicle so as to allow the driver to swing the whip with the right hand. Again, to facilitate the judging of passing clearances between vehicles, the practice was to have the driver sitting towards the centre of the road, and hence the development of the Keep-to-the-Left rule in Britain.

The practices of Britain, France and America were adopted by their respective dominions and neighbours. In Japan, the powerful sword-wearing Samurai's preference for passing 'right-to-right' set the pattern for Keep-to-the-Left and these influ-

This Ohio car from USA shows RHD with right hand drive controls, gear lever etc. These right hand controls were carried over to today when America went lefthand drive in 1915.

ences determined, for the most part, national rules of the road prior to the introduction of the motorcar.

Italy, seems to have been the odd country out, having two bob, or rather 200 lire each way, with many towns and cities being 'keep left', while country traffic kept to the right!

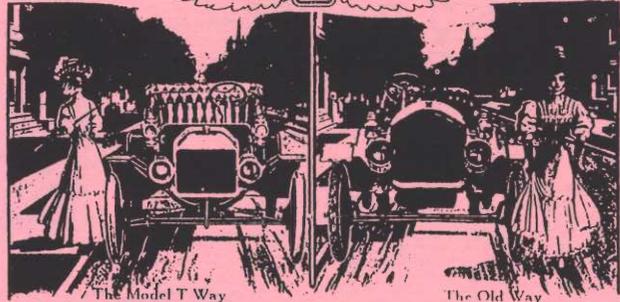
This takes up up to 1885, when, for the purposes of this discussion, Carl Benz, built the first motor car. Where the steering lever is placed in the tricycle vehicle? In the centre! However, the many other builders of early motorcars followed the horse vehicle practice of placing the driver on the right of the car and hence the steering wheel (or lever/tiller) on the right. This practice remained all but universal until Mr Henry Ford introduced his Model 'T', his eighth Ford model, in 1909.

While the 'T' model Ford is the basis of many jokes, the design and car itself was anything but a joke and if suitability for purpose is taken as a measure of design merit, it remains one of the best car designs of all time. Henry Ford was anything but a 'follower' and the 'T' design contained many unorthodox features and clever design solutions and the adoption of LHD by Ford is in keeping with this unorthodoxy.

The 1909 sales pamphlet for the new 'T' model made much of the advantage of being LHD, stressing better driver vision of oncoming traffic and passenger access to the kerb.

With Ford producing tens of thousands of cars every month, Americans were quickly exposed to LHD, and found that they liked

FORD MOTOR CARS



Ford sets the pattern for Left hand Drive in America in this 1909 advertisement. As traffic was using the right hand side of the roadway, Ford claimed with LHD the driver is then nearest the vehicle he is passing, running in an opposite direction. When on the right he cannot see that well, and to guess is dangerous! With the control on the left the driver and the front seat passenger can step onto the clean curb where as with RH control they would walk around in the mud to the curb. Remembering too a lot of cars had spare wheels and control levers outside on the drivers side making exit and entry not possible.

driving from the centre of the road. LHD was then adopted by the majority of other American car manufacturers.

With peace restored to Europe after the First world war a number of Europe's car makers catering for the cheaper mass markets also adopted LHD. For example, Citroen used LHD from the start with the introduction of its first model in 1919. Peugeot progressively adopted LHD from 1923 and Fiat with the introduction of the 'Balilla' in 1932.

The more expensive and prestigious European makes retained RHD even for their home drive-on-right markets, right through the thirties and forties, and some, notably Lancia, until the mid fifties. This of course explains why, in addition to Lancias, vintage and classic models of Delage, Delahaye, Isotta Fraschini, Hispano Suisa, Alfa Romeo, Maseratti and Bugatti are predominantly RHD.

The question is often asked 'Why did these European manufacturers stick with RHD for their predominantly LHD home-markets, in the case of Lancia, until the mid fifties?'

I believe that two factors played a major role in the retention of RHD. Firstly, some Italian drivers saw a number of practical advantages in RH, a Italian friend saying 'A great majority of them (Lancias) were sold in the Northern part of the country, which in wintertime can be very foggy, and in fog seating on the right side of the car made a driver's life much easier, in a time when milestones were the only markings on the road.'

Secondly, the Lancia factory saw the well-to-do middle class as the natural market for their cars. Such buyers are notoriously status conscious and the old association of RH with upper crust class of 'motor' would have provided a simple cost-free 'touch of class' and a way of distinguishing even the smaller

cheaper Lancia models, such as the Augusta, Aprilia and Ardea, from the ubiquitous Fiats.

Italy was not the only Keep to the Right country where some drivers liked to drive from the kerb-side of their car. In 1957 an organisation was formed in Switzerland to push for the introduction of, or more correctly, the popularisation of RHD cars, as it was not and is not illegal to own or drive a RHD vehicle in either country. Another Italian anomaly is that trucks over seven tonnes are required to be Right Hand Drive, the logic being that with the driver close to the kerb side of the truck, it is easier to keep close to the edge, leaving more room for other traffic in the centre of the road. All very logical, when you think about it.

Australia remains one of the very few countries in the world where the positioning of the steering wheel is for all intents and purposes set by regulation. The Northern Territory and the ACT have provision for the registration of LHD new cars, all other States currently have some provision under their 'Club Permit' schemes for the restricted use of LHD vehicles.

RESTORED CARS, No 112

All major cities in ancient times, particularly Rome, had traffic problems to solve. Caesar himself tried in vain to put things in order.

But in the countryside, the first "roads" were not wide enough to accommodate more than one team of horses or oxen – or a carriage – at a time. The problem of two teams passing was settled by "influence" and the weaker party was forced to pull off to the side. Horsemen were in the habit, however, of pulling over to the left in order to be able to use their swords in case of an unfriendly encounter.

The roads became wider over the ages to facilitate commercial traffic and the development of more efficient harnesses and carriages enabled increased traction and speed. Heavy wagons also developed the habit of using the left side of the road. When pilgrimages became popular, Pope Bonifacio VII declared in 1300 that all persons must comply with this rule. Thus the corteges of pilgrims – precursors to mass tourism – obeyed the Pope by walking on the left.

Aristocracy to the Left

Traffic grew more dense – and more rapid. In order to move about with more ease, the aristocracy reserved the privilege of travelling on the left, obliging carts and those on foot to keep to the right. When the French Revolution broke out and all old privileges were abolished, Robespierre proclaimed equality for all; every citizen would henceforth use the right side of the road. Napoleon subsequently enforced this obligation so as to facilitate the movements of his armies with their artillery. Napoleon's armies won their battles by marching as well as fighting, concentrating on areas where they were the least expected. They crossed Europe at the rate of about 50 kilometres a day, accompanied by interminable convoys of provisions and arms. Strategic roads were enlarged and new itineraries were mapped out.

The countries conquered by the French were forced to comply with the new traffic rules, after years of faithful adherence to the traditions of Boniface VII. Belgium was the first country to change its "traffic code", followed by Holland, the German states and Italy. Spain and Poland soon adopted the Napoleonic rules as well.

On the other hand, countries hostile to the Revolution and to the Empire continued to travel on the left: Great Britain, Austria-Hungary, Russia, Sweden and Portugal. Even in the New World, the young United States confirmed its break with Great Britain by enforcing driving on the right, in contrast to Canada which was governed from London. Napoleon's empire was defeated, but his traffic code remained in force in Western Europe.

ON THE LEFT



OR THE RIGHT

The expansion of the British Empire extended the practice of driving on the left to India, Australia and the African colonies. Egypt remained the only exception; the donkeys and camels were so accustomed to keeping to the right while their owners dozed that the status quo was respected. Countries under the British influence – such as China and Japan – also adopted driving on the left.

At the end of the nineteenth century, horse-drawn conveyances declined in use as the bicycle gained in popularity. With the development of the automobile, all countries were forced to establish coherent traffic rules. On which side of the road the traffic flowed was a fundamental problem and it was clear that standardised rules throughout Europe would favour interstate commerce and travel.

One of the last measures imposed by the Tsar Nicolas II was to enforce driving on the right, a rule upheld by Lenin subsequently. In 1920, Portugal chose to follow its neighbors. The "leftists" included thereafter only the British Empire and some of its former colonies, Sweden and those countries of central Europe which had, previous to 1918, been a part of the Austrian empire.

When Hitler entered Austria in 1938, all traffic was diverted to the right. The same system was soon imposed on Czechoslovakia, Hungary and the central European countries occupied by Hitler in 1939.

And Finally . . . Sweden

It took Sweden two years of preparation following its decision to change traffic to the right in 1960. But on the day the law entered into effect, at five in the morning, all traffic switched sides with hardly an effort and drivers adapted to new reflexes more painlessly than expected.

Great Britain, along with Ireland, among the last nations to cling to driving on the left, even envisaged changing over to the right to be in line with the European Community. However, financial considerations and long-standing traditions led to the defeat of the proposal.

Canada and China had already abandoned the left, whereas Japan – in spite of the American occupation – maintained its tradition. India, Pakistan and South Africa also still drive on the left, whereas in Western Africa most of the former British colonies have changed sides.

No Particular Advantages

Traffic specialists agree nearly unanimously that there is no particular advantage to driving on the left or the right with regard to safety; the traffic records of Sweden and the United States are comparable to those of Great Britain where motorists keep to the left side of the road. (Source: AIT Conference News, 17 June 1988, from Touring Secours TCB No 6, 15, 3, 87.) ☺

Just to show you that the Club is up to date, below are two references to Holden on the Internet, if anyone has found any others let me know.

Holden EH

http://www.glasswings.com.au/trader/eh.html



Holden EH

Over 250,000 EH Holdens were built and plenty survive. The EH is remarkably tough and still copes easily with daily use. Many have been modified, with disc front brakes, four or five-speed gearboxes and later-model engines the most common alterations. The values for original and modified vehicles are very similar, so the choice comes down to personal taste. Very good cars cost \$5500-\$6000, average ones \$3500. Restorable cars are easy to find and shouldn't cost more than \$1500. Until recently, values of Premier versions were declining but recent increases suggest the slump may be over.

EH Except Premier	(1993) \$4245 (247)	(1994) \$4320 (303)
EH Premier	(1993) \$5490 (42)	(1994) \$6360 (39)

Home

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Bid to blitz old 'bombs'

By motoring writer
STUART SCOTT

WOULD you like a new car ... with the Federal Government paying for a large slice of it?

Pressure is mounting for Australia to join the international trend towards getting old, unsafe, polluting cars off the roads.

And the European solution — where governments contribute up to \$5000 towards a brand-new vehicle — would appeal to many motorists.

France, Denmark, Spain, Greece and Ireland are offering cash bonuses to any owner of a car 10 years old or more who buys a new one and sends the oldie to the wreckers.

And in some cases the car makers are matching the government handout.

Germany is considering the idea, and pressure is mounting in Britain.

In France, the number of cars sent to the wreckers doubled in the scheme's first year.

In Britain, the Society of Motor Manufacturers and Traders has created a storm by calling for a \$1250 government payout — it calculates that this would mean 100,000 extra new cars bought each year.

And the government would not lose money because of the extra tax coming in.

However the Green lobby has



On the scrap heap ... owners are being paid to get rid of old cars

argued that making more cars would do more harm to the environment than keeping the old ones on the road.

Australia looks a natural for such a scheme because of the vast number of cars made before the latest advances in safety and anti-pollution devices.

The average car is 10.2 years, compared with 8.4 years in 1985.

In 1976, 21.8 percent of cars on the road were a decade old or more — by 1993 the number had jumped to 47.9 percent.

Instead of a cash handout scheme, more subtle tax breaks on newer cars are being discussed.

Already, old-car owners are hit every time they visit the petrol pump, with unleaded fuel 2¢ a

litre less than super grade.

But forcing motorists to get rid of old cars could meet strong resistance, according to a national survey by the Australian Automobile Association.

Executive director Lauchlan McIntosh said: "The car is an integral part of the Australian lifestyle and motorists will not readily alter their car usage.

"The appropriate position is not anti-Green, because motorists do have genuine environmental concerns.

"However neither should motorists be simply told to 'stop using your cars, get rid of your old car'.

"There are also economic reasons which make it difficult for motorists to make changes, such as updating to a more environmentally-friendly car."

The AAA, representing bodies such as the RACQ, has proposed a lower rate of sales tax on new cars which were safer and less polluting.

In the survey, comparatively few people (9 percent) thought it was important to reduce the average age of cars in Australia.

However 41 percent were concerned about making new cars affordable.

And 80 percent thought older cars had some advantages over new ones — they were seen as cheaper to buy, run, repair and insure; better built and stronger, and easier to repair.

Bits & Pieces ...

Holden still leads sales

★ New Motor Cars Registered in Australia in December, 1954

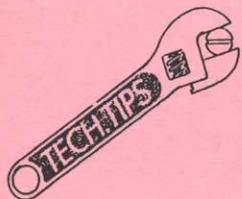
Allard	1	Morris	951
Alvis	3	Nash	2
Armstrong Siddeley	10	Oldsmobile	1
Austin	968	Packard	22
Bentley	2	Peugeot	165
Bristol	3	Plymouth	206
Chevrolet	127	Pontiac	18
Chrysler	1	Renault	194
Citroen	18	Riley	14
Daimler	10	Rolls Royce	3
De Soto	109	Rover	35
Dodge	211	Simca	5
Dorsetti	2	Singer	25
Fargo	1	Skoda	20
Fiat	111	Standard	1264
Ford	2355	Studebaker	2
Goliath	24	Sunbeam Talbot	4
Hillman	750	Tatraplan	2
Holden	3493	Triumph	19
Hudson	13	Vauxhall	769
Humber	197	Volkswagen	321
International	1	Willys	17
Jaguar	83	Wolseley	166
Lancia	2		
Mercedes Benz	12		
M.G.	120		
		TOTAL	12,852

March 15, 1955 — Australian Motor Manual

I wonder if any of the Skoda models or either of the Tatras still survive?

"THERE ARE only two classes of person in New South Wales. Those who have been convicted, and those who ought to have been."
Governor Macquarie commenting on New South Welshmen in 1822.

"VICTORIA! What the hell do I care for Victoria? A bloody country to the south of the Murray, inhabited by bloody savages."
Sir John Robertson, His Opinion on New South Wales's Southern Neighbour (c. 1860)



Easier way to clamp radiator hose

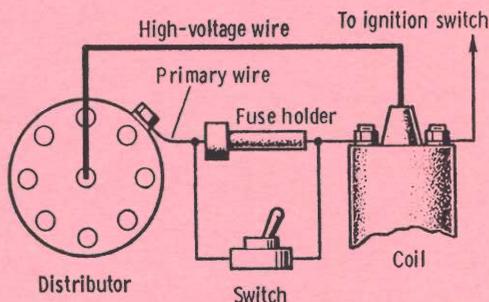
A while ago, *PM* published a hint for putting ring clamps on radiator hoses. Though the idea was perfectly valid, I think my method is easier. Simply put the clamp partly in a vise and squeeze the ends together with a thin pliers. Then slip on an appropriate-size washer over the ends to hold them. After inserting the hose, just remove the washer.

—Harold A. Miller, Ridley Park, Pa.



GASOLINE CANS and other vertical containers that are usually stashed in an automobile trunk won't tip over and leak if you park them in a concrete block. Use a 12-in.-size block for a gas can.—P. E. Fiechter

MAY 1970



THIS ANTITHEFT DEVICE for cars is downright cruel. It lets a thief start your engine by crossing the ignition wires, but then shuts it off before he can get more than a few feet. Since the engine starts normally, he isn't likely to suspect that the car is bugged. He simply assumes you have a bum power plant and abandons the assault. First connect a fuse holder between the coil and distributor, as shown above. Then bypass the fuse holder with a toggle switch hidden under the dashboard. Use 18-gauge or heavier wire. With the switch closed, the fuse is out of the circuit and the engine runs normally. As you leave the car, you just flip the switch open, cutting in the fuse. A fuse of the right size will let the engine run for about 10 seconds before blowing. For a big V8 engine, a 1¼-amp. slow-blow works perfectly. Smaller engines will require lighter fusing.—B. F. Samuels

FEBRUARY 1970



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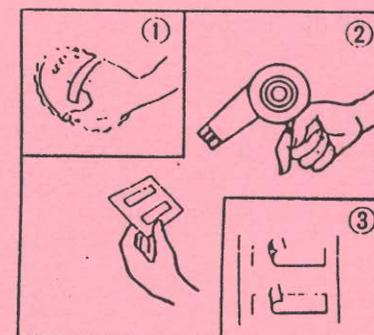
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INSTRUCTION:

1. When to use it, must clean off the oil spot, dust, and ash which on car body surface.
2. If the temperature below 15°C the adhesive will low down, then please use a dryer to heat the back of the label to rise the temperature, that it will be easy to be attached.
3. Take out the back tape, and clearly, exactly push it on to the right position.



Pardon!

Thanks once again to the 48 & FJ Holden Owners Club of NSW for this item which accompanied a Hong Kong made door handle scratch guard.

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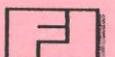
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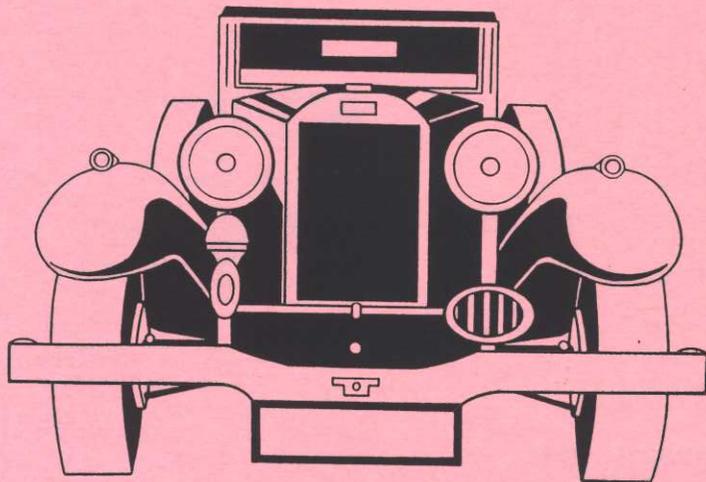
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HOLDEN UK REGISTER MEMBERSHIP LIST

MEMBERSHIP NUMBER	NAME	ADDRESS	CAR
1	Allen Harris	10, Birch Rd, Romford, Essex, RM7 8EP	1959 FC Special
2	Patrick Hemphill	6, Stour Gardens, Great Cornard, Sudbury Suffolk, CO10 0JN	1967 HR Station Sedan
3	Guy Hardy	Clun Felin, Wolf's Castle, Haverfordwest, Dyfed, SA62 5LR	1981 Commodore
5	Ken Garner	39, Roebuck Rd, Chessington, Surrey, KT9 1JY	1986 Calais
11	Robin Tripp	5/45, Henry St, Greenslopes, Brisbane, Australia	1959 FB Wagon
16	Terry Schneider	88, Gardenvale Rd, Gardenvale, Victoria 3185, Australia	
20	Chris Camp	c/o STO/3 Shell Centre, London, SE1	Mk7 Bolwell Special
23	Chas Blake	33, Bishopdale, Wildridings, Bracknell, Berks, RG12 4RY	1957 FE Sedan 1959 FC Sedan
27	John Kingston	38 Darling St, Enniskillen, Northern Ireland, BT74 7EW	1965 HD Sedan 1974 Kingswood Estate
28	C Manly	47, Twickenham Rd, Newton Abbot, Devon, TQ12 4JF	1969 Brougham HG 1970 Kingswood HT
30	Rosemary Camp	8 Dalby Ave, Birstall, Leicester, LE4 4FQ	
33	Martin Gärtner	Osteroder Str. 28, 37539 Bad Grund/Harz, Germany	1956 FE Sedan
35	Colin Suchamore	16, Baker St, Orsett, Grays, Essex, RM16 3LJ	1958 FC Sedan
38	Dennis Gardner	42 Noel St, Marayong, NSW 2148, Australia	1955 FJ Sedan
42	Richard Burn	Little Burlees Farm, Hebden Bridge, West Yorkshire, HX7 8PS	
48	Neville Johnson	4 Salmon St, Whelley, Wigan, Lancs, WN1 3PY	1958 FC Station Wagon
52	Graham Beasley	Burrswold, 9 Northdown Way, Cliftonville, Margate, Kent, CT9 3QO	1954 FJ Special
53	Les Wust	21 Jard St, North Rockhampton, QLD, Australia	
55	Chris Dyson	38 Fencote Cres, Fagley, Bradford, West Yorkshire, BD2 3PA	1981 Commodore
59	Ricky Daniels	20 Russell Place, Greenland Dock, Surrey Docks, SE1 1PL	1962 Vauxhall Cresta

Let me know if any errors or omissions in the above information